

F-2-11

## C&O Canal National Historical Park

### **Architectural Survey File**

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site ([mht.maryland.gov](http://mht.maryland.gov)) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

***Last Updated: 11-21-2003***

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY - NOMINATION FORM**

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SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC

Chesapeake and Ohio Canal

AND/OR COMMON

Chesapeake and Ohio Canal National Historical Park

**2 LOCATION**

STREET & NUMBER

The District of Columbia and Maryland bank of the Potomac River  
from Georgetown, D.C., to Cumberland, Maryland

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

VICINITY OF

D.C.; 6th and 8th of Maryland

STATE

CODE

COUNTY

CODE

DC (11), MD (24)

D.C. (001), Montgomery (031),

**3 CLASSIFICATION**

Frederick (021), Washington (043)  
Allegany (001)

**CATEGORY**

**OWNERSHIP**

**STATUS**

**PRESENT USE**

☒ DISTRICT

☐ PUBLIC

☒ OCCUPIED

☐ AGRICULTURE

☐ MUSEUM

☐ BUILDING(S)

☐ PRIVATE

☐ UNOCCUPIED

☐ COMMERCIAL

☒ PARK

☐ STRUCTURE

☒ BOTH

☐ WORK IN PROGRESS

☐ EDUCATIONAL

☐ PRIVATE RESIDENCE

☐ SITE

**PUBLIC ACQUISITION**

**ACCESSIBLE**

☐ ENTERTAINMENT

☐ RELIGIOUS

☐ OBJECT

☒ IN PROCESS

☐ YES: RESTRICTED

☐ GOVERNMENT

☐ SCIENTIFIC

☐ BEING CONSIDERED

☒ YES: UNRESTRICTED

☐ INDUSTRIAL

☐ TRANSPORTATION

☐ NO

☐ MILITARY

☐ OTHER

**4 AGENCY**

REGIONAL HEADQUARTERS (If applicable)

National Park Service, National Capital Region

STREET & NUMBER

1100 Ohio Drive, S.W.

CITY, TOWN

STATE

Washington

VICINITY OF

D.C. 20242

**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE

REGISTRY OF DEEDS, ETC.

Land records in courthouses of above jurisdictions. C&O Canal  
Company records in Record Group 79, National Archives.

STREET & NUMBER

CITY, TOWN

STATE

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE Historic American Buildings Survey\*

Historic American Engineering Record\*

DATE NPS List of Classified Structures\*\*

Prentice-Hahn Survey\*\*

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

Library of Congress\*

National Capital Region Headquarters\*\*

CITY, TOWN

STATE

Washington

D.C.

**7 DESCRIPTION****CONDITION**☐ EXCELLENT☒ GOOD☒ FAIR☒ DETERIORATED☒ RUINS☐ UNEXPOSED**CHECK ONE**☐ UNALTERED☒ ALTERED**CHECK ONE**☒ ORIGINAL SITE☐ MOVED

DATE \_\_\_\_\_

**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

This documentation of the historic resources of the Chesapeake and Ohio Canal National Historical Park is limited to the canal proper (including prism, locks, lockhouses, aqueducts, culverts, dams, weirs) and other visible historic features in the park contemporary with the period of the canal's operation. Because a comprehensive survey of prehistoric and historic archeological resources in the park has not yet been undertaken, such resources will be the subject of an addendum or separate nomination at a later date.

Built between 1828 and 1850, the canal ran 184.5 miles from Georgetown, D.C., to Cumberland, Maryland. During its active operation until 1924 it suffered periodic damage from floods, war, and other causes which, together with normal deterioration, required the repair and replacement of many structural components. Such periodic damage has continued to the present (the 1972 "Agnes" flood being the most notable recent contributor). Since the canal company property was acquired by the Federal Government in 1938, the National Park Service has repaired or rebuilt the towpath in many places to maintain its continuity for recreational purposes. The Service has also restored or stabilized many of the badly deteriorating locks, culverts, and other structures. The canal today thus reflects considerable reworking during and since its historic period (1828-1924) while retaining its essential element of continuity from Georgetown to Cumberland.

Accompanying sheets numbered 1 to 163 and photographs provide a detailed description of the historic and present appearance of the canal and related and contemporary historic structures and sites. Known park properties not covered in this documentation are not considered historic and do not contribute to the significance of the park for National Register purposes. It is possible that additional features of contributing value may be disclosed in future park investigations, at which times they may be documented in addenda to this submission.

All historic objects and documents original to or historically associated with the property described herein and in National Park Service ownership and control are also defined as components of this property for the National Register. Included are artifacts and specimens associated directly with the canal and associated structures, with other historic structures in the park, and with people and events connected with the history of the canal from 1828 to 1924. Such objects are listed and described in the park's museum catalog, maintained at the park headquarters at Sharpsburg, Maryland.

**8 SIGNIFICANCE**

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input checked="" type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL-HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1828-1924

BUILDER/ARCHITECT Benjamin Wright et al.

## STATEMENT OF SIGNIFICANCE

The Chesapeake and Ohio Canal, today largely unwatered and overgrown and with most of its structural features in varying states of deterioration, is yet one of the most intact and impressive survivals of the American canal-building era. While recognizable segments of other early-19th-century canals exist and while a few other canals of the period have been rebuilt for modern shipping, the C&O Canal is unique in that it remains virtually unbroken and without substantial modification affecting its original character for its entire length of some 185 miles. Such physical changes as have occurred since the canal ceased operation in 1924 have been largely dictated by nature: a softening of prism contours, extensive vegetative overgrowth, widespread decay and collapse of wood and stone structures. Beyond the restored and rewatered 22-mile portion from Georgetown to Violet's Lock, much of the canal now has the character of a ruin. Yet the fact that the entire towpath to Cumberland may still be traveled and the survival--in whole or part--of most of the principal canal structures afford the many hikers and bicyclists who follow the route a fine opportunity to appreciate the magnitude of this historic engineering achievement.

History

The Chesapeake and Ohio Canal Company was chartered in 1825 to construct a shipping canal connecting tidewater on the Potomac River in the District of Columbia with the headwaters of the Ohio River in western Pennsylvania, thereby providing an economical trade route between the eastern seaboard and the trans-Allegheny West. The company acquired the rights of the Potomac Company, formed by George Washington and associates after the Revolution to improve navigation on the Potomac. That venture had attempted to achieve its objective by deepening the channel and cutting skirting canals around impassable rapids, but the flow of the river proved too erratic to make these measures successful. This experience led the C&O Canal promoters to adopt plans for a separate canal paralleling the river.

The company began operations in 1828 with a subscribed capital of about \$3.6 million. Among the stockholders were the Federal Government, the states of Maryland and Virginia, and the cities of Washington, Georgetown, and Alexandria, D.C. Estimates of the total cost of the eastern section of the canal from Georgetown to Cumberland, Maryland, ranged from \$4.5 to \$8 million. As engineers the board of directors selected men with experience on northern and foreign canals. Chief Engineer Benjamin Wright of New York had been actively involved with the Erie Canal and was then chief engineer on the Chesapeake and Delaware Canal. Other members of the board of engineers included John Martineau, a close associate of Wright, and Nathan S. Roberts,

(continued)

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another noted New York engineer. Charles B. Fisk of Connecticut served as chief engineer from 1835 to 1852.

President John Quincy Adams turned the first spadeful of earth in ceremonies at Little Falls, Maryland, on July 4, 1828. On the same day, construction of the Baltimore and Ohio Railroad westward from Baltimore was begun--a move that would have significant implications for the ultimate fate of the canal and the canal era generally.

From the start, numerous difficulties retarded the progress of canal construction. An acute labor shortage forced the company to campaign for workers from other states and abroad. Numerous disputes arose with landowners who resisted efforts to purchase the right-of-way. A protracted legal controversy with the B&O Railroad involving the right-of-way between Point of Rocks and Harpers Ferry impeded construction of both the canal and the railroad there until 1832. Increased costs of labor, materials, and land during the inflationary period of the late 1820s and 1830s caused construction expenses to rise sharply and far exceed the original estimates. The State of Maryland came to the rescue of the financially troubled company in the mid-1830s by purchasing over \$5 million more in stock, thus becoming the majority stockholder. But difficulties continued, augmented by labor unrest among the predominantly Irish workers and the financial Panic of 1837. Between 1842 and 1847 construction was at a standstill. The canal was finally completed to Cumberland in 1850, bringing the total cost of the project to over \$11 million. The original plans to extend the waterway over the Alleghenies had long before been abandoned.

Boats began to appear on the canal soon after the first short section between Little Falls and Seneca was completed in 1831. As water was admitted to the upper divisions reaching out into western Maryland, trade on the waterway increased as cargos of flour, grain, building stone, and whiskey began to move down to Georgetown. Not until the canal reached Cumberland, however, did the tonnage transported reach an appreciable figure. Large quantities of coal from the rich mines of the Georges Creek region west of Cumberland then began to be transported to the tidewater. During the years following the Civil War the coal trade increased rapidly until in 1871, the peak year, some 850,000 tons were carried down the canal. In some years of this period the canal company made a considerable operating profit, which was quickly applied to improving the waterway and to the payment of back interest on the tremendous debt. During these few profitable years more than 500 boats were in frequent operation on the canal.

In the late 1870s the canal trade began to decline as many of the Allegheny coal operators began to ship over the B&O Railroad, the canal's greatest competitor. This development, together with the effects of the nationwide economic depression in the mid-1870s and major floods in 1877 and 1886, again put a severe strain on canal company finances. In 1889 an enormous flood forced the canal company into receivership, and the B&O

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Railroad emerged as the majority owner of the company's bonds. In 1924, by which time the railroad had captured almost all of the carrying trade of the canal in addition to its ownership, another damaging flood struck. This time the repairs necessary to resume operation were not made, and the active era of the canal came to an end.

In 1938 the railroad, hurt by the Depression, sold the entire canal to the U.S. Government for approximately \$2 million, which was applied to the railroad's debt to the Reconstruction Finance Corporation. The canal was placed under the National Park Service, and some restoration was carried out under Depression work relief programs. In 1961 President Eisenhower proclaimed it a national monument. An act of Congress in 1971 authorized the acquisition of additional land/<sup>and</sup> establishment of the Chesapeake and Ohio Canal National Historical Park.

The principal areas of the canal's historical significance may be summarized as follows:

Architecture and Engineering. The canal survives as an excellent illustration of 19th-century canal-building technology. The magnitude of the engineering achievement is exemplified by the 184.5-mile length of the canal, its 74 lift locks to accommodate a rise of 605 feet, the 11 stone aqueducts spanning major Potomac tributaries, 7 dams supplying water to the canal, hundreds of culverts carrying roads and streams beneath the canal, and a 3,117-foot tunnel carrying the canal through a large shale rock formation. Many of the canal structures, notably the aqueducts, the tunnel portals, the culvert face walls, and the early lockhouses, were also architecturally treated with such aesthetic features as pilasters, belt courses, and variations in stone texture added for visual enhancement.

Commerce and Transportation. The canal served as the major commercial artery in the Potomac Valley above tidewater during the mid-19th century. Along it were conveyed significant quantities of the food, fuel, and building materials required by the growing National Capital. The canal influenced the creation and expansion of numerous businesses along it, many of which tapped the canal water as a power source as well as using the waterway for shipping.

Conservation. Although the builders of the canal could hardly have foreseen it, their creation has led today to the preservation of a large portion of the Maryland bank of the Potomac in a relatively unspoiled state. Natural growth reclaimed much of the canal property after 1924, and the transfer of this land to the National Park Service in 1938 resulted in its conscious preservation for its historical, natural, and recreational values. The canal company land now serves as the nucleus of a still-expanding park enlarged by the acquisition of much additional land on both sides of the original right-of-way.

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Non-Canal Historic Resources

The Chesapeake and Ohio Canal National Historical Park includes a number of historic features that are not primarily canal-related. These have been treated along with the resources of the canal proper in the descriptive and photographic documentation accompanying Section 7. Virtually all of them are significant today as elements of the canal's historic scene, i.e., the cultural environment existing during the period of the canal's operation. In addition, some of them possess historic architectural, engineering, military, or commercial significance. Those features whose significance transcends their contribution to the canal's historic scene are covered below,

Fort Duncan and Associated Earthworks (mile 62.5). Fort Duncan and its associated batteries are significant as well preserved remnants of the Union defenses of Harpers Ferry during the Civil War.

The Union forces occupying Harpers Ferry in 1862 failed to erect more than elementary defenses, an omission contributing to the successful Confederate siege and assault leading to the surrender of 12,693 Federal soldiers on September 15, 1862. The Union Army of the Potomac soon reoccupied the town and the commanding heights across the Potomac and Shenandoah Rivers, and the Union high command decided to fortify the position to avoid repetition of the costly experience. Between October 1, 1862, and June 1863 Maryland Heights and Loudoun Heights were converted to fortresses of great strength.

The present documentation covers only those defensive works within the present Chesapeake and Ohio Canal National Historical Park. Others exist within the boundaries of Harpers Ferry National Historical Park and on private land.

Ferry Hill Plantation House (mile 72.82). This property is significant for its association with the early ferry across the Potomac River and as the boyhood home of Henry Kyd Douglas, a Confederate officer on Stonewall Jackson's staff.

The house was begun in 1812 by Henry Thomas Swearingen, of the family of Thomas Van Swearingen who began operation of the Potomac ferry to Shepherdstown in 1765. In 1816 the property was sold to John Blackford, who operated the ferry and the plantation until his death in 1839. His son Henry sold the property to Robert Douglas in 1848. Henry Kyd Douglas, son of Robert, spent his boyhood at Ferry Hill. In 1862 Federal troops occupied the house after the battle of Antietam and confined Robert because of his Confederate sympathies. During that battle the house had served as a small hospital for several Confederate officers, including the son of Robert E. Lee. The house was used by Confederate Major General Edward Johnson on his route to Pennsylvania

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in 1863.

The architectural significance of the house has been impaired by extensive alterations and modifications.

Burnside House (mile 89.21). The house is architecturally significant as a good surviving example of a mid-18th century house of unusual configuration. The property included a distillery in the 18th century, and it is likely that the three adjoining but unconnected portions of the structure housed distillery employees. An unconfirmed story that Lord Fairfax sent young George Washington here to purchase whiskey warrants further investigation.

Bollman Bridge, Williamsport (mile 99.65). Built in 1879, the Bollman Bridge at West Salisbury Street is a significant engineering resource because of its association with Wendell Bollman, one of the pioneers who ushered in the modern era of structural engineering by introducing iron as a primary structural material. As the first civil engineer to evolve a system of bridging in iron to be consistently used on an American railroad (the Baltimore and Ohio), Bollman made a significant contribution to the history of civil engineering.

Although Bollman used the iron Pratt bridging design in erecting the bridge at Williamsport rather than the iron truss system he had patented in 1852, the structure is significant as one of his few surviving works and as his only bridge over the canal.

Cushwa Warehouse, Williamsport (mile 99.72). The Cushwa Warehouse, dating from the early 19th century, is a significant historic commercial resource because of the role it played in trade on the canal and in the economic development of Williamsport. Operated by the principal firm wholesaling and retailing coal, flour, iron, cement, and plaster in Williamsport for more than a century, the warehouse business had an important impact on the regional development of commerce and transportation arteries in the Williamsport-Hagerstown vicinity and surrounding Washington County.



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Williamsport Power House (mile 99.75). The Williamsport Power House was built by the Hagerstown Railway Company in 1896 as the first power source for the new electric trolley line running from Williamsport to Hagerstown. It survives to represent the beginnings of a transportation era in Washington County lasting until 1954. Electricity generated here was also sold for lighting and other purposes, so that this first power house in the county also represents the beginnings of the electric utilities industry in the area.

With the rapid extension of the trolley lines, the Williamsport Power House soon became inadequate and was replaced around 1900 by a new facility in Hagerstown. In 1911 the abandoned structure was conveyed back to the Cushwa family, the original owner of the property, and was used thereafter for the storage of coal, sand, and other materials. The National Park Service acquired the property in 1974.

Adaptive Use of Buildings

The primary significance of virtually all buildings included in this documentation lies in their exterior appearance and their contribution to the historic scene. Continued or adaptive use of habitable or otherwise functional buildings has occurred without detriment to their primary values and is encouraged as a means to their preservation.

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**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

See accompanying continuation sheet. A comprehensive bibliography is on file in the office of Professional Services, National Capital Region.

**10 GEOGRAPHICAL DATA**ACREAGE OF NOMINATED PROPERTY 20,239

UTM REFERENCES See continuation sheets.

A	ZONE	EASTING	NORTHING
C			

B	ZONE	EASTING	NORTHING
D			

**VERBAL BOUNDARY DESCRIPTION**

The National Register boundary is that authorized for the Chesapeake and Ohio Canal National Historical Park by Public Law 91-664, which makes reference to five boundary map sheets numbered CHOH 91,000. Copies of the sheets accompany this documentation. The boundary has been carefully reproduced in larger scale on the accompanying U.S.G.S. quadrangles. The riverbank generally constitutes the southern edge of the park; the inland edge varies widely in distance from the canal prism.

**LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES**

STATE	CODE	COUNTY	CODE
District of Columbia (11); Maryland (24)		counties of Montgomery (031), Frederick (021),	
Washington (043), Allegany (001).			

**11 FORM PREPARED BY**

NAME - TITLE

Philip S. Romigh, Architect, 12/76; Barry Mackintosh, Historian, 3/79

ORGANIZATION

DATE

National Capital Region, National Park Service (202) 426-6660

STREET &amp; NUMBER

TELEPHONE

1100 Ohio Drive, S.W.

CITY OR TOWN

STATE

Washington D.C.

**12 CERTIFICATION OF NOMINATION** (Park automatically listed in National Register upon authorization by Congress.)

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES \_\_\_\_\_ NO \_\_\_\_\_ NONE \_\_\_\_\_

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is X National \_\_\_\_\_ State \_\_\_\_\_ Local \_\_\_\_\_

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

**FOR NPS USE ONLY**

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION  
ATTEST

DATE

KEEPER OF THE NATIONAL REGISTER

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Major Bibliographical References

\*Bearss, Edwin C. "The Bridges." Chesapeake and Ohio Canal National Monument, Historic Structure Report, 1968.

\*\_\_\_\_\_. "The Composite Locks." Chesapeake and Ohio Canal National Monument, Historic Structure Report, 1968.

Hahn, Thomas F. Towpath Guide to the Chesapeake & Ohio Canal. 4 vols. York, Pa.: American Canal and Transportation Center, 1971-74.

Miele, John R. "The Chesapeake & Ohio Canal: A Physical History." Master's Thesis, University of Delaware, September 1968.

\*Prentice, Joseph R., and Thomas F. Hahn. "Architectural Data Study of C&O Canal Based on Physical Evidence in View at Time of Inspection." Typescript with photographs, July 1974.

Sanderlin, Walter S. The Great National Project: A History of the Chesapeake & Ohio Canal. Baltimore: Johns Hopkins Press, 1946.

\*Unrau, Harlan D. "Chesapeake & Ohio Canal National Historical Park Historic Resource Study." Manuscript, 1975-77.

\*\_\_\_\_\_. "The Culverts." Historic Structure Report, Chesapeake & Ohio Canal National Historical Park, 1976.

\*\_\_\_\_\_. "The Lockhouses," Historic Structure Report, Chesapeake & Ohio Canal National Historical Park, 1975.

\*\_\_\_\_\_. "The Single-Span Aqueducts." Historic Structure Report, Chesapeake & Ohio Canal National Historical Park, 1974.

Stoner, Paula. Historic Site Survey, Washington County, Md. Files in Washington County Planning Department, Hagerstown, Md.

\*Unpublished National Park Service research studies available in the office of Professional Services, National Capital Region.

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UTM References

UTM references are keyed by numbers in parentheses. The numbered points run from Georgetown to Cumberland along the river side of the park and return along the inland side.

Point No.	UTM Reference	Quadrangle	Point No.	UTM Reference	Quadrangle
(1)	18/321650/4307935	Washington West	(34)	18/247840/4388250	Hedgesville
(2)	18/321610/4307370	"	(35)	18/247520/4385530	"
(3)	18/318190/4308380	"	(36)	17/756880/4387730	Big Pool
(4)	18/314080/4314370	Falls Church	(37)	17/751520/4394400	Cherry Run
(5)	18/304880/4316660	"	(38)	17/747710/4396430	"
(6)	18/305380/4322660	Rockville	(39)	17/742000/4397700	Hancock
(7)	18/297940/4326460	Seneca	(40)	17/734820/4390060	Bellegrove
(8)	18/289520/4326910	Sterling	(41)	17/734830/4388910	"
(9)	18/281650/4334090	Waterford	(42)	17/733140/4389040	"
(10)	18/282540/4338070	"	(43)	17/727980/4390900	"
(11)	18/288100/4344370	Poolsville	(44)	17/725190/4387250	Paw Paw
(12)	18/285520/4347380	"	(45)	17/721060/4389100	"
(13)	18/281050/4349180	Pt. of Rocks	(46)	17/724430/4383680	"
(14)	18/278820/4352680	"	(47)	17/718360/4384900	"
(15)	18/272520/4354350	Harpers Ferry	(48)	17/721970/4380600	"
(16)	18/269430/4355830	"	(49)	17/717480/4376920	"
(17)	18/265030/4335940	"	(50)	17/709220/4377160	Oldtown
(18)	18/262100/4357840	"	(51)	17/704380/4379030	"
(19)	18/263760/4360520	"	(52)	17/700850/4378510	Patterson Creek
(20)	18/263020/4362700	Sheperdstown	(53)	17/694510/4382220	"
(21)	18/264600/4363210	Keedysville	(54)	17/691540/4385190	Cresaptown
(22)	18/262900/4367760	Sheperdstown	(55)	17/694600/4387320	Patterson Creek
(23)	18/258940/4368600	"	(56)	17/690540/4388150	Cresaptown
(24)	18/259540/4373910	"	(57)	17/691840/4391050	Cumberland
(25)	18/261950/4374760	"	(58)	17/692000/4390670	"
(26)	18/255000/4375420	"	(59)	17/691140/4388170	Cresaptown
(27)	18/256030/4377980	Williamsport	(60)	17/693040/4388730	Cumberland
(28)	18/253900/4377600	"	(61)	17/696040/4387830	Patterson Creek
(29)	18/251590/4382870	Hedgesville	(62)	17/692370/4384530	Cresaptown
(30)	18/256420/4383190	Williamsport	(63)	17/694740/4384400	Patterson Creek
(31)	18/256720/4387560	"	(64)	17/695040/4382830	"
(32)	18/252280/4388680	Hedgesville	(65)	17/700620/4379240	"
(33)	18/252850/4386740	"	(66)	17/703990/4379840	"

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Point No.	UTM Reference	Quadrangle	Point No.	UTM Reference	Quadrangle
(67)	17/711540/4378040	Oldtown	(88)	18/262820/4376130	Williamsport
(68)	17/717180/4377460	Paw Paw	(89)	18/260820/4368580	Shepherdstown
(69)	17/718000/4385960	"	(90)	18/264070/4367750	Keedysville
(70)	17/723140/4384700	"	(91)	18/264900/4363550	"
(71)	17/719480/4387460	"	(92)	18/264460/4356900	Harpers Ferry
(72)	17/720410/4389540	"	(93)	18/269580/4356590	"
(73)	17/722980/4388680	"	(94)	18/279260/4354090	Pt. of Rocks
(74)	17/727780/4391780	Bellegrove	(95)	18/281280/4350250	"
(75)	17/734120/4389120	"	(96)	18/289440/4345180	Poolesville
(76)	17/737100/4395080	Hancock	(97)	18/285300/4337680	"
(77)	17/741600/4398050	"	(98)	18/282890/4338140	Waterford
(78)	17/748000/4396720	Cherry Run	(99)	18/282730/4333540	"
(79)	17/751980/4394400	"	(100)	18/286160/4332790	Sterling
(80)	18/243300/4388030	Hedgesville	(101)	18/287640/4328940	"
(81)	18/246840/4389720	"	(102)	18/293240/4327000	"
(82)	18/251730/4389270	"	(103)	18/297160/4328120	Seneca
(83)	18/257910/4387740	Williamsport	(104)	18/300590/4326820	"
(84)	18/257120/4383010	"	(105)	18/306770/4322160	Rockville
(85)	18/252560/4381910	Hedgesville	(106)	18/305680/4317630	Falls Church
(86)	18/257570/4379430	Williamsport	(107)	18/314740/4315290	"
(87)	18/257490/4375990	"	(108)	18/318960/4308380	Washington West

**STATEMENT OF THE NATIONAL PARK SERVICE CONCERNING PROPOSED  
CHESAPEAKE AND OHIO CANAL NATIONAL HISTORICAL PARK AND PARKWAY**

The Chesapeake and Ohio Canal, built during the American Canal Building Era, illustrates one of the most significant phases in the development of our national communication system which has served to bind the Nation together. It also played an important role in our Country's early westward expansion and in making the vast resources of the Potomac River Valley and the trans-Allegheny region more readily available to tidewater and the eastern markets.

The Canal had its beginnings as early as 1754 when George Washington, still in his twenties, proposed a navigable waterway between the east and west and helped to organize the Potomac Company, which set out to establish a system of river and canal navigation along the Potomac route. By 1802, a series of short skirting canals affording passage around the major waterfalls had been completed. These made it possible for small raft-like boats to bring furs, lumber, flour and farm commodities down the canal-river route to Georgetown. However, the inadequacy of the improvements to the river channel, attributable in part to the straitened financial condition of the Company, made such trips extremely difficult and dangerous and soon resulted in a curtailment of interest and activity in the enterprise. A few decades later, trends toward the construction of artificial waterways in this Country influenced supporters of a Potomac Valley water route to propose construction of a continuous canal from Georgetown to the Ohio River at Pittsburgh. The Chesapeake and Ohio Canal Company came into legal existence for that purpose in June 1828. High construction costs, engineering obstacles, conflicts with the B&O Railroad over land rights and other factors resulted in long delays and unanticipated financial difficulties, all of which forced abandonment of the plan to extend the canal route beyond Cumberland to Pittsburgh. Nevertheless, from October 10, 1850, when the C & O Canal was formally opened to through navigation from Cumberland, Maryland to Washington, D. C., until about 1924, boats plied this water route carrying coal, flour, grain, lumber and other commodities. Disintegration of the Canal's business proceeded rather rapidly after 1905. By 1924, the bitter rivalry with the railroad and other modes of transportation for the little business the valley itself afforded, recurrence of destructive floods and the consequent precarious financial condition of the Company forced discontinuance of its operations. Since 1938, the C & O Canal property has been in Federal ownership and under the administration of National Capital Parks, a field office of the National Park Service.

Over a period of years the State of Maryland and the Federal Government have been trying to work out suitable measures for the preservation and appropriate recreational development of the Chesapeake and Ohio Canal and bordering lands along the canal and the Potomac River. After careful study of various suggestions and proposals on the grounds and in the light of discussions with interested parties, the National Park Service and the Department of the Interior have concluded that the major portion of the area--that between the Great Falls terminus of the George Washington Memorial Parkway and some point in, or in the vicinity of, Cumberland, Maryland--should be designated and set aside as the C & O Canal National Historical Park, in keeping with its scenic beauty and historic significance.

The over-all proposal anticipates combination of the parkway idea with the national historical park concept in such manner that the historic, scenic and recreation values of the canal and bordering lands will be preserved and, at the same time, a segment of scenic highway, and better access, will be provided without impingement upon the Canal. This parkway segment, which is to be constructed by the Federal Government, would connect State Highway 51 near Paw Paw, West Virginia, with the existing Long Ridge Road near Woodmont, Maryland, and would traverse Town Hill and other suitable terrain above the bluffs of the Potomac River gorge. Access roads to overlook points would be provided along the route as needed.

Preliminary study indicates that an acreage limitation of 15,000 for the proposed C & O Canal National Historical Park would enable the Service to preserve and protect adequately the historic and scenic qualities of this canal-- river strip and also to develop its full recreation potential. More than 4,700 acres of canal property are already in Federal ownership. The ribbon-like area which the Service hopes to establish as an historical park, would include most of the lands between the canal and the river, and where needed for preservation and interpretation of outstanding canal attractions or for recreational development, essential tracts on the bera side of the canal.

Preliminary estimates indicate that the over-all average width of the proposed park would be in the neighborhood of six or seven hundred feet and that the park would probably average about 85 acres per mile. There are a number of locations that possess outstanding scenic, historic, and recreational values, some of which are shown on the accompanying map. Further studies may disclose there are others of equal or greater interest and significance.

In view of the area's extreme popularity for recreation, it is believed that numerous places along the canal-river strip should be utilized for appropriate recreational development, consistent with the National Park Service's objective of preserving the area's scenic beauty and historic value. Our planning has not progressed to the point, however, that it can be stated what recreation facilities should be provided at these sites. It is expected that generally, public use sites will include picnic and camping facilities as a minimum requirement. To provide suitable buffer areas and to facilitate the development of access roads, parking areas, and other public use facilities at these locations, lands in addition to those already in Federal ownership would in most cases have to be acquired. Present indications are that the Service's additional land requirements at some of the more desirable locations may approximate 700 acres. In most instances, however, lesser acreages would be required.

It is the long-established policy of the Service that there be no hunting on Federal lands included in a unit of the National Park System. It would not be inconsistent, however, for lands adjoining the C & O Canal property that may be particularly desirable for game propagation purposes and hunting, to remain in State or private ownership with continuation of these uses. It should be possible to work out a mutually compatible program of land uses, the effect of which would be to dedicate the Federal area to park purposes and the State and private areas to game propagation practices and hunting. To aid in the fulfillment of these complementary programs, the Service contemplates acquisition of only a right-of-way for the proposed parkway connection between State route 51 and the Long Ridge Road, leaving the bulk of the State forest or private lands between Paw Paw and Little Orleans free for game propagation practices, hunting or selective logging as may be appropriate.

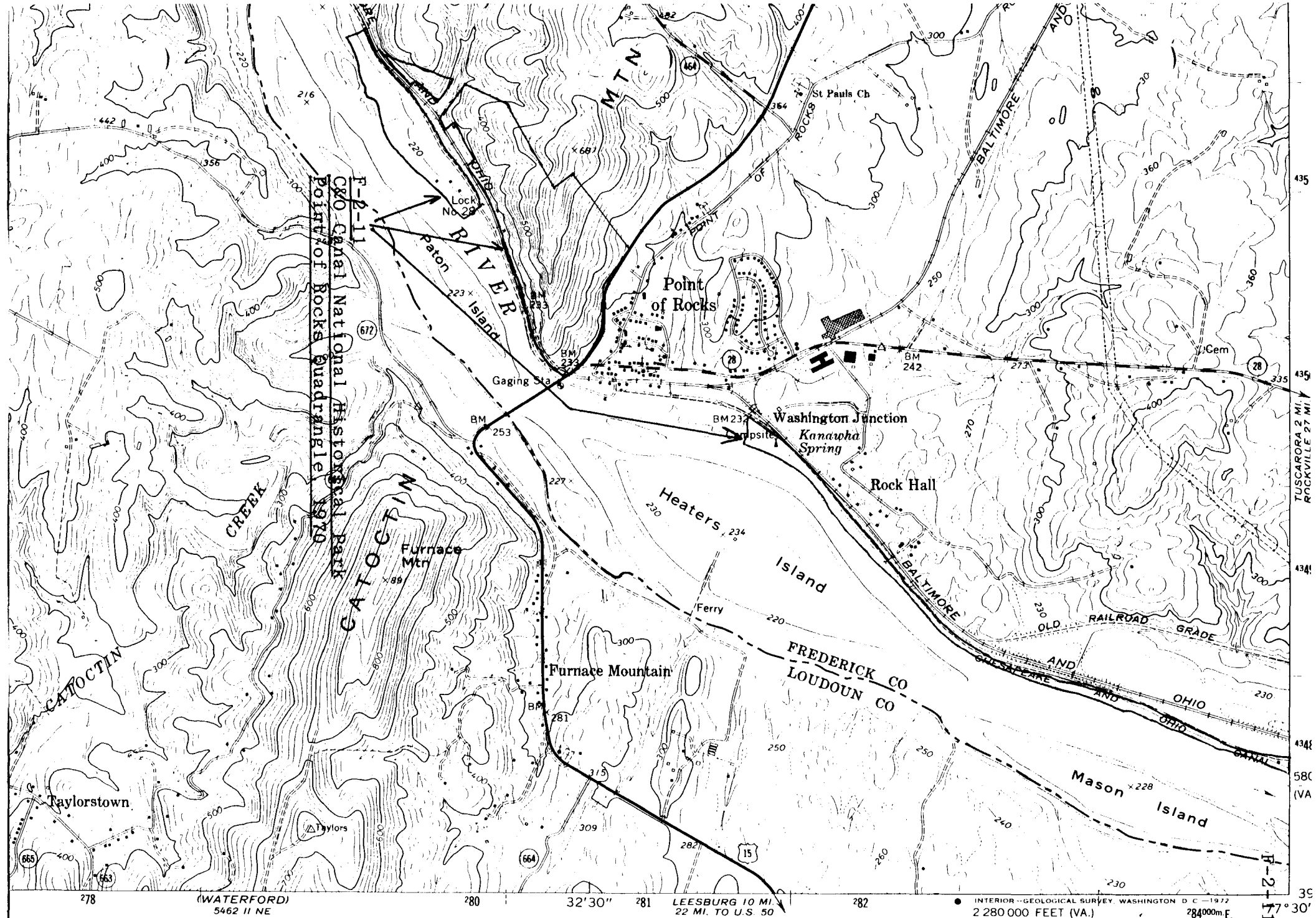
Already work is underway on the canal property in keeping with the Service's long-range objectives for the preservation and protection of historic canal features. During the fiscal year beginning July 1, 1956, approximately \$91,000 will be available for clearing and grubbing the canal. The program calls for the clearing of brush and undergrowth at areas of special interest near centers of population where public use indicates the greatest need for such improvement. Among the areas that will be benefited by such clean-up operations during the current fiscal year are stretches of the canal near Shepherdstown, Williamsport, Hancock, Little Orleans aqueduct, and the Paw Paw Tunnel. Considerable work of an emergency nature has also been undertaken to stabilize and repair the Paw Paw Tunnel, and a program of tree and vegetation



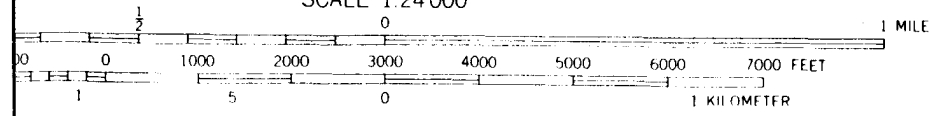
clearing is underway at many of the larger structures preparatory to their rehabilitation. As additional funds are made available the 1958 fiscal year, and thereafter, a more extensive program of repair and rehabilitation of canal structures can be undertaken.

Aside from the recreational and inspirational values to be gained by the accomplishment of this program, it should be of substantial economic benefit to the people of Cumberland, Paw Paw, Hancock, and other communities along the general route of the canal and river. When the park project becomes a reality, it is to be expected that interest will be focused on the area and that visitation will materially increase. The additional stimulus that such an influx of visitors would give the tourist industry in Maryland is not possible to calculate, but that it would benefit this industry materially is apparent from the experience of communities in the vicinity of existing parks. With the establishment of this significant area in Maryland as a national historical park, it is reasonable to assume that a pattern of visitation would result similar to that experienced in the cases of other outstanding park areas of the System and that the economy of adjoining communities would be substantially bolstered through the increased revenues from tourism.

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#### ROAD CLASSIFICATION

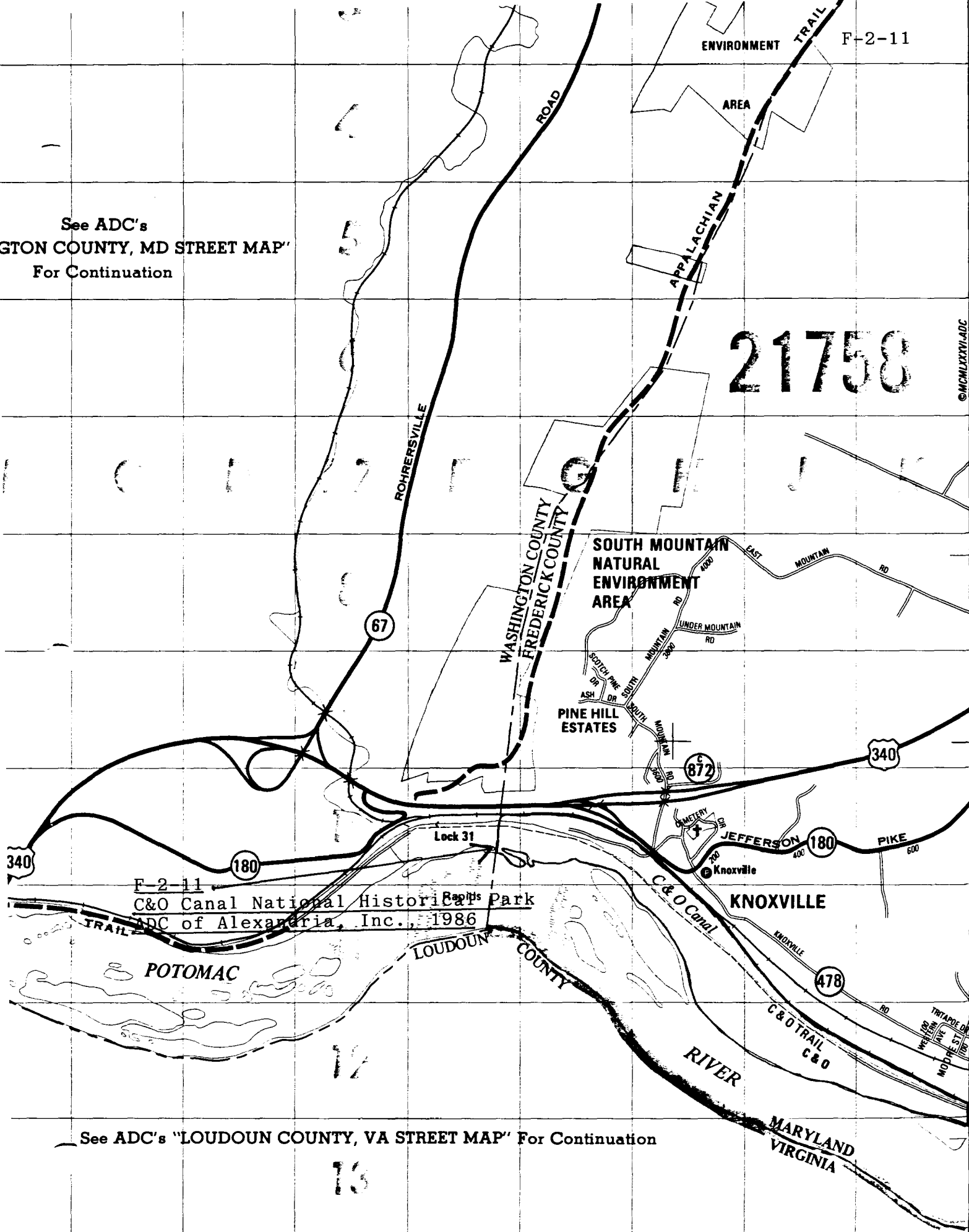
Primary highway, hard surface  
Secondary highway  
Light-duty road, hard or improved surface

INTERIOR GEOLOGICAL SURVEY, WASHINGTON, D. C. - 1977  
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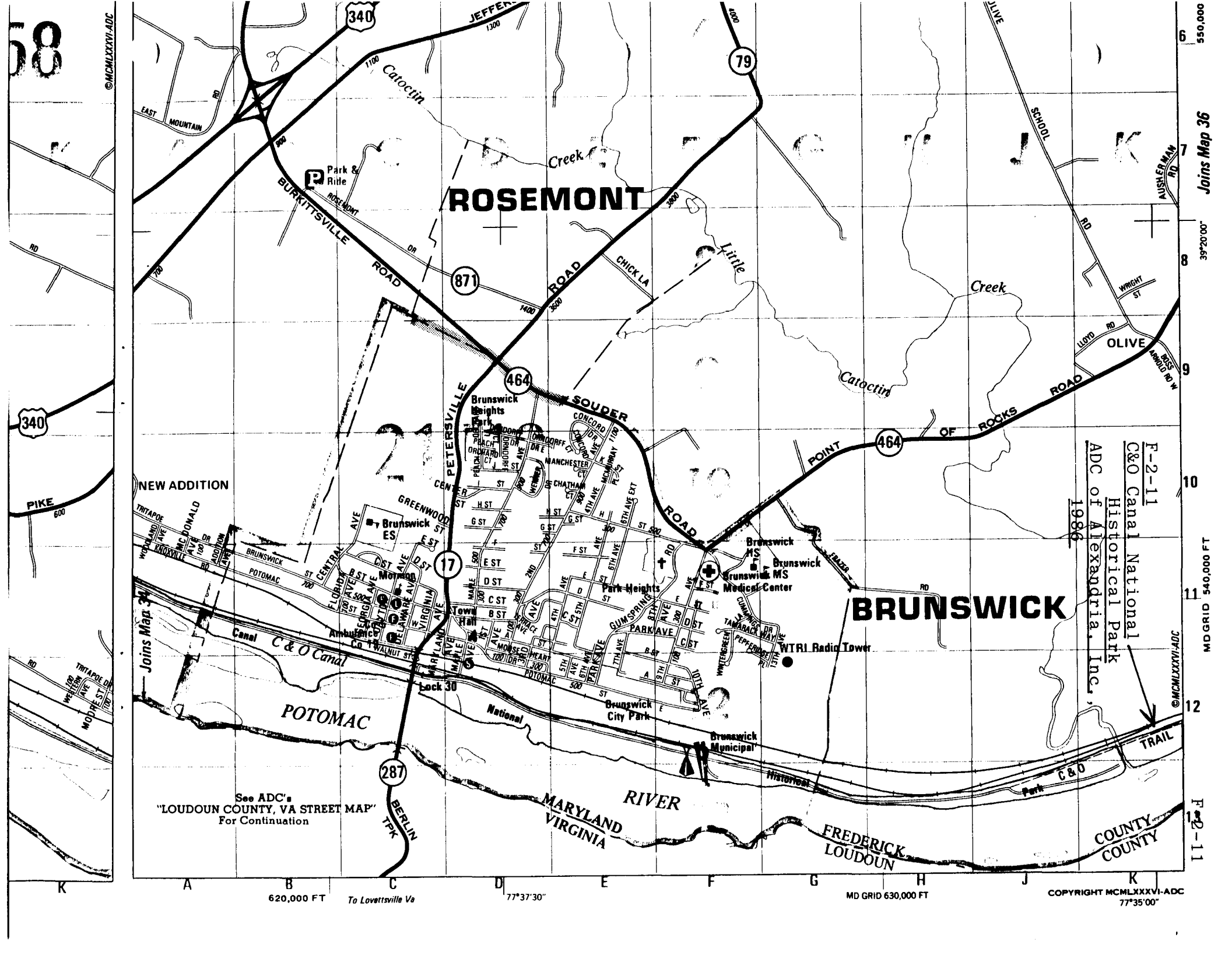
TUSCARORA 2 MI.  
ROCKVILLE 27 MI.

35  
30'

See ADC's  
WASHINGTON COUNTY, MD STREET MAP  
For Continuation



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58

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Joins Map 36

39°20'00"

MD GRID 540,000 FT

12

F-2-11

77°35'00"

340

PIKE

Joins Map 34

K

ROSEMONT

BRUNSWICK

POTOMAC

MARYLAND RIVER

FREDERICK LOUDOUN COUNTY

See ADC's  
"LOUDOUN COUNTY, VA STREET MAP"  
For Continuation

620,000 FT To Lovettsville Va

77°37'30"

MD GRID 630,000 FT

COPYRIGHT MCMXXVI-ADC  
77°35'00"

Joins Map 35

39°20'00"

MD GRID 540,000 FT

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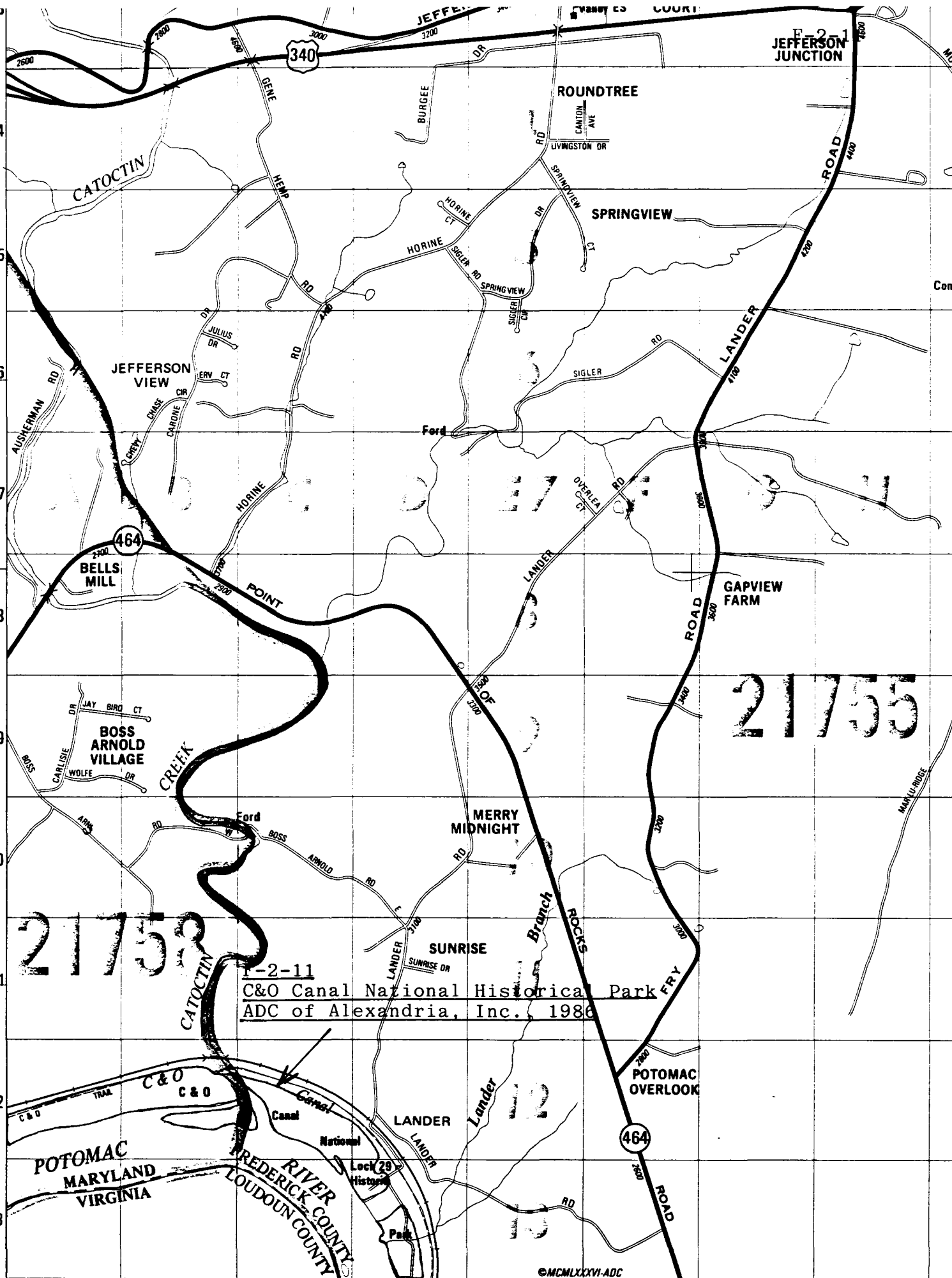
MD GRID 640,000 FT

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Joins Map 43

77°32'30"

650,000 FT



E-2-1  
JEFFERSON  
JUNCTION

ROUNDTREE

CANTON  
AVE  
LIVINGSTON DR

SPRINGVIEW

CATOCTIN

JEFFERSON  
VIEW

464  
BELLS  
MILL

BOSS  
ARNOLD  
VILLAGE

MERRY  
MIDNIGHT

SUNRISE

E-2-11  
C&O Canal National Historical Park  
ADC of Alexandria, Inc., 1986

POTOMAC  
MARYLAND  
VIRGINIA

RIVER  
FREDERICK COUNTY  
LOUDOUN COUNTY

464

POTOMAC  
OVERLOOK

640,000 FT

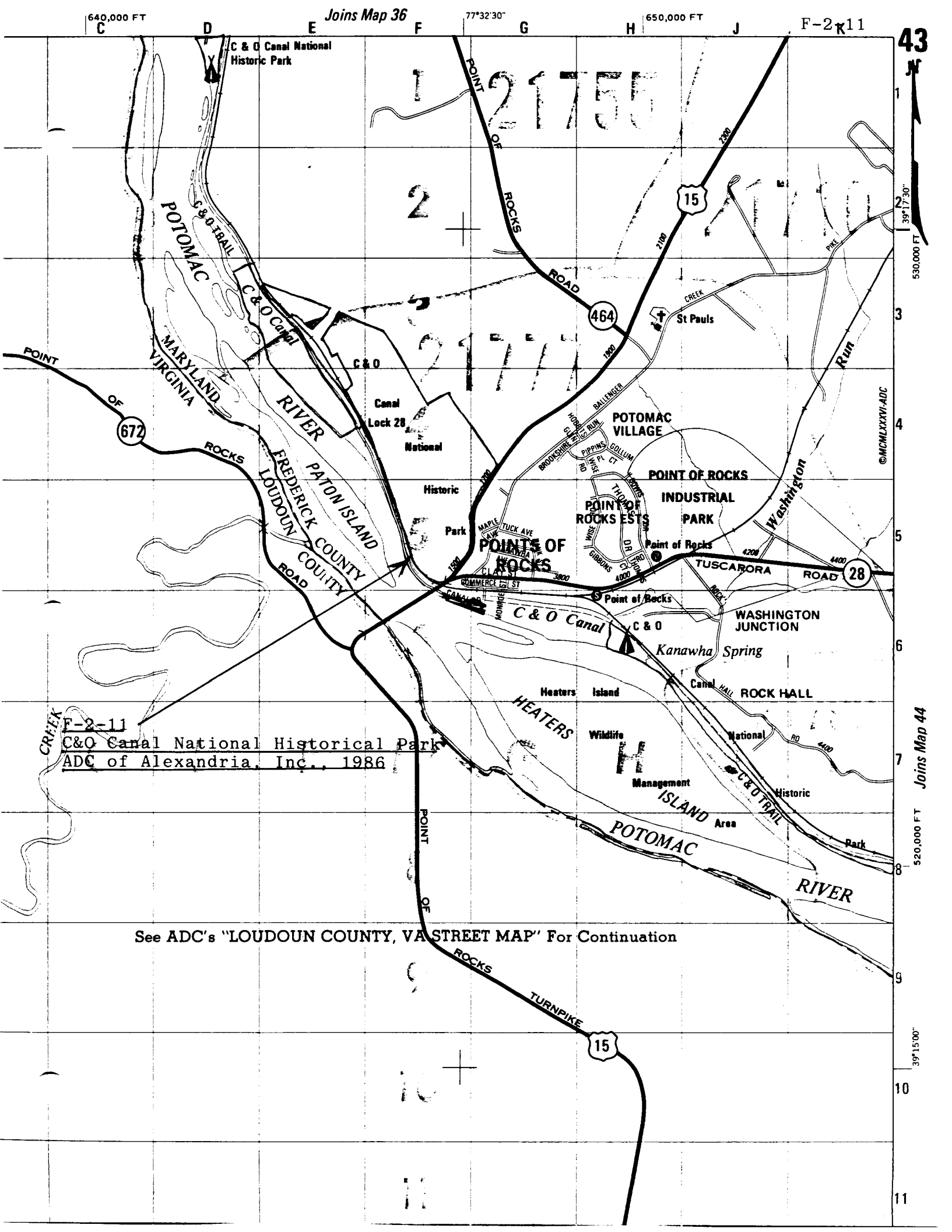
Joins Map 36

77°32'30"

650,000 FT

F-2K11

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See ADC's "LOUDOUN COUNTY, VA STREET MAP" For Continuation

Joins Map 43

MD GRID 520,000 FT

39°15'00"

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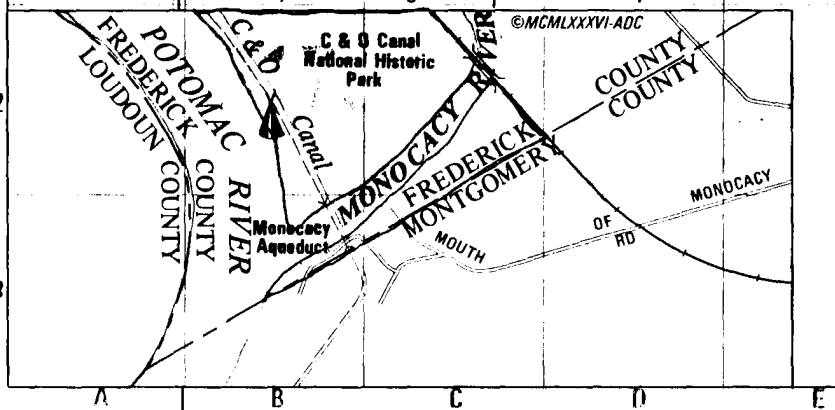
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See ADC's  
"LOUDOUN COUNTY, VA STREET MAP"  
For Continuation

670,000 FT 77°27'30" Joins Map - Below Right

660,000 FT Joins Map 45

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COPYRIGHT MCMXXXVI-ADC  
MD GRID 670,000 FT 77°27'30"

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ROAD

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Water Treatment Plant

Tuscarora

DESIGN 700

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NOLANDS

FERRY

NOLANDS

FERRY

C&O TRAIL

C&O

CANAL

Island

Birdsaw

FREDERICK

LOUDOUN

Island

Cox

Island

C&O

Canal

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C&O Canal National Historical Park

ADC of Alexandria, Inc., 1986

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Forest Grove

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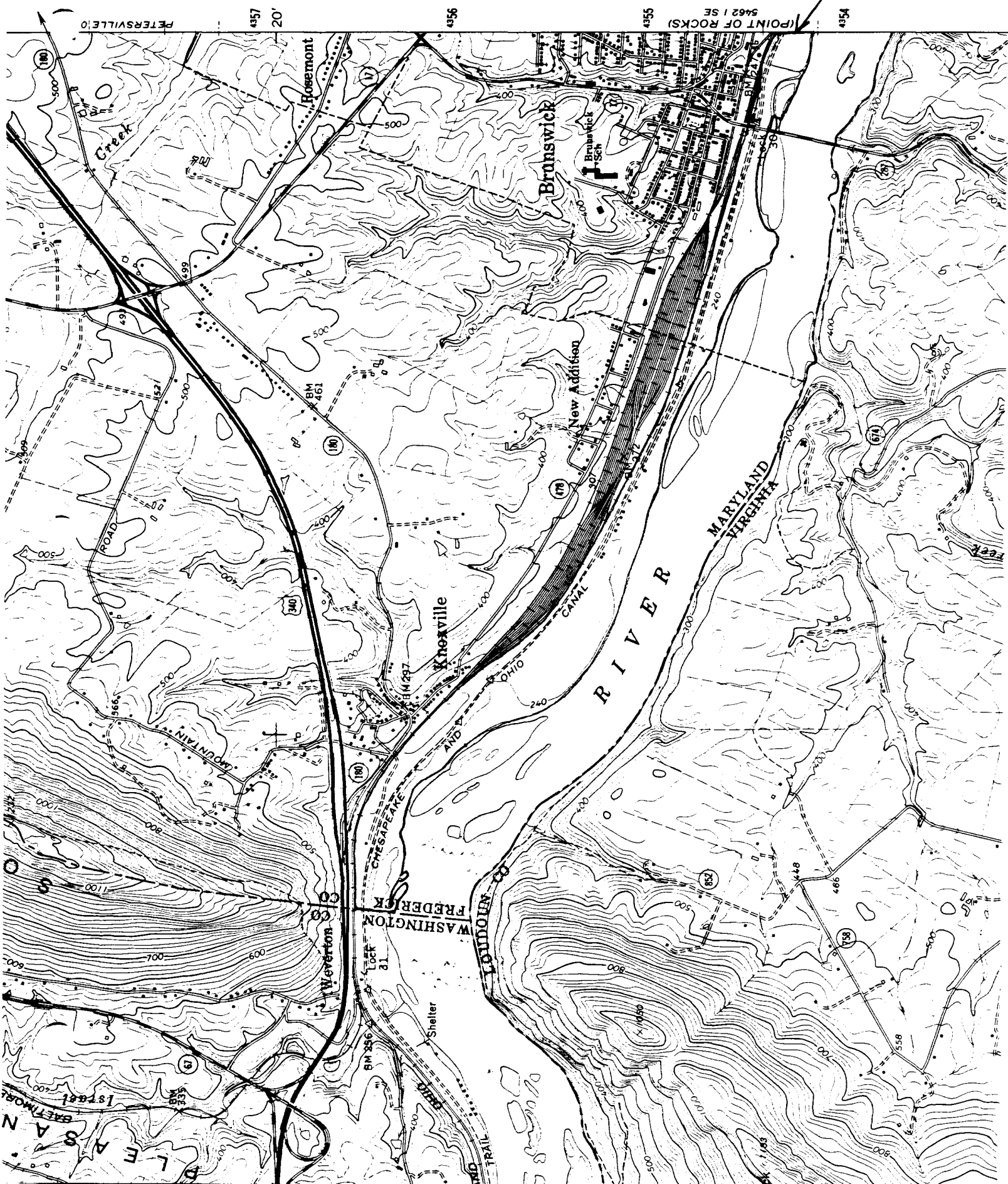
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F-2-11

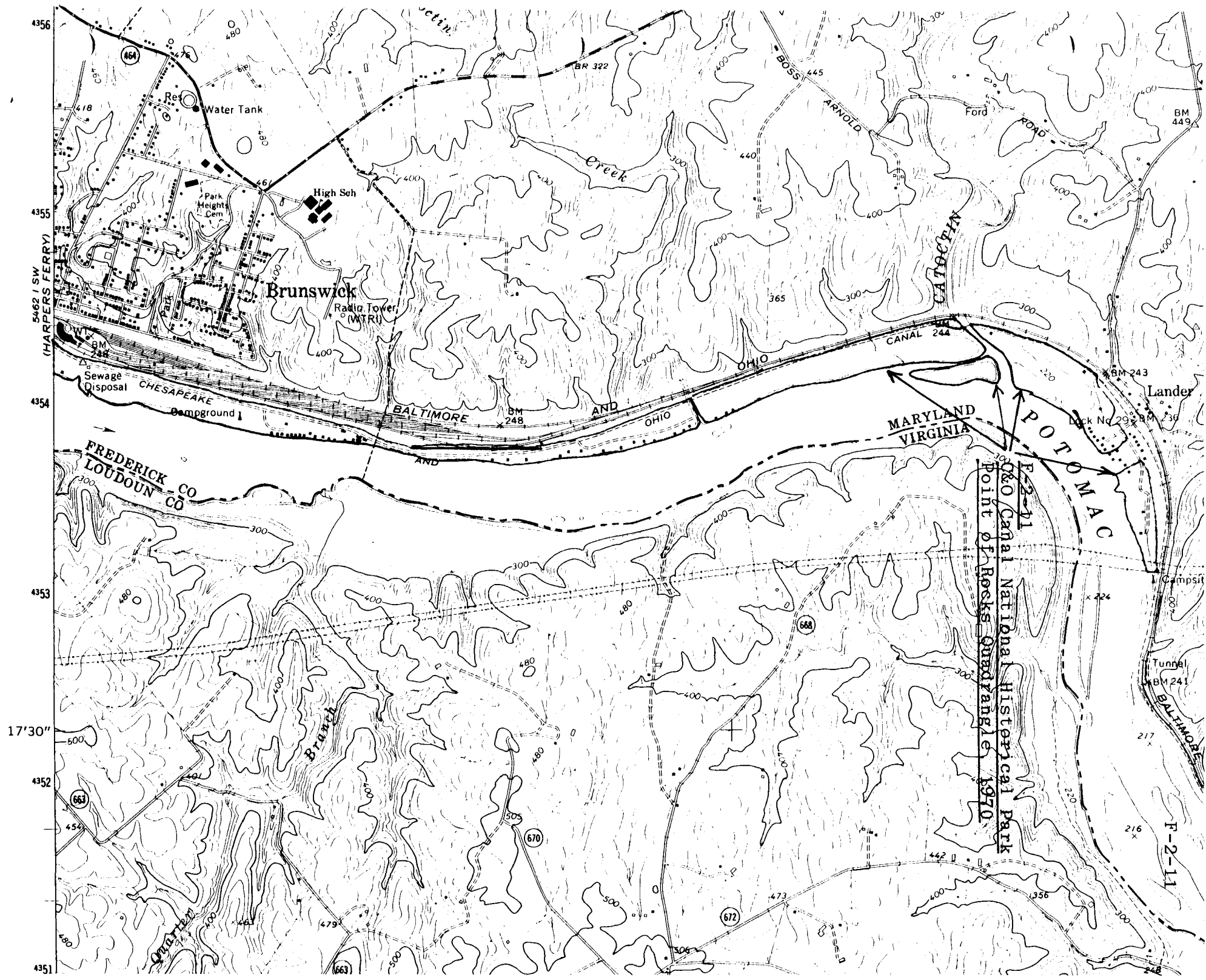
Joins Inset - Left

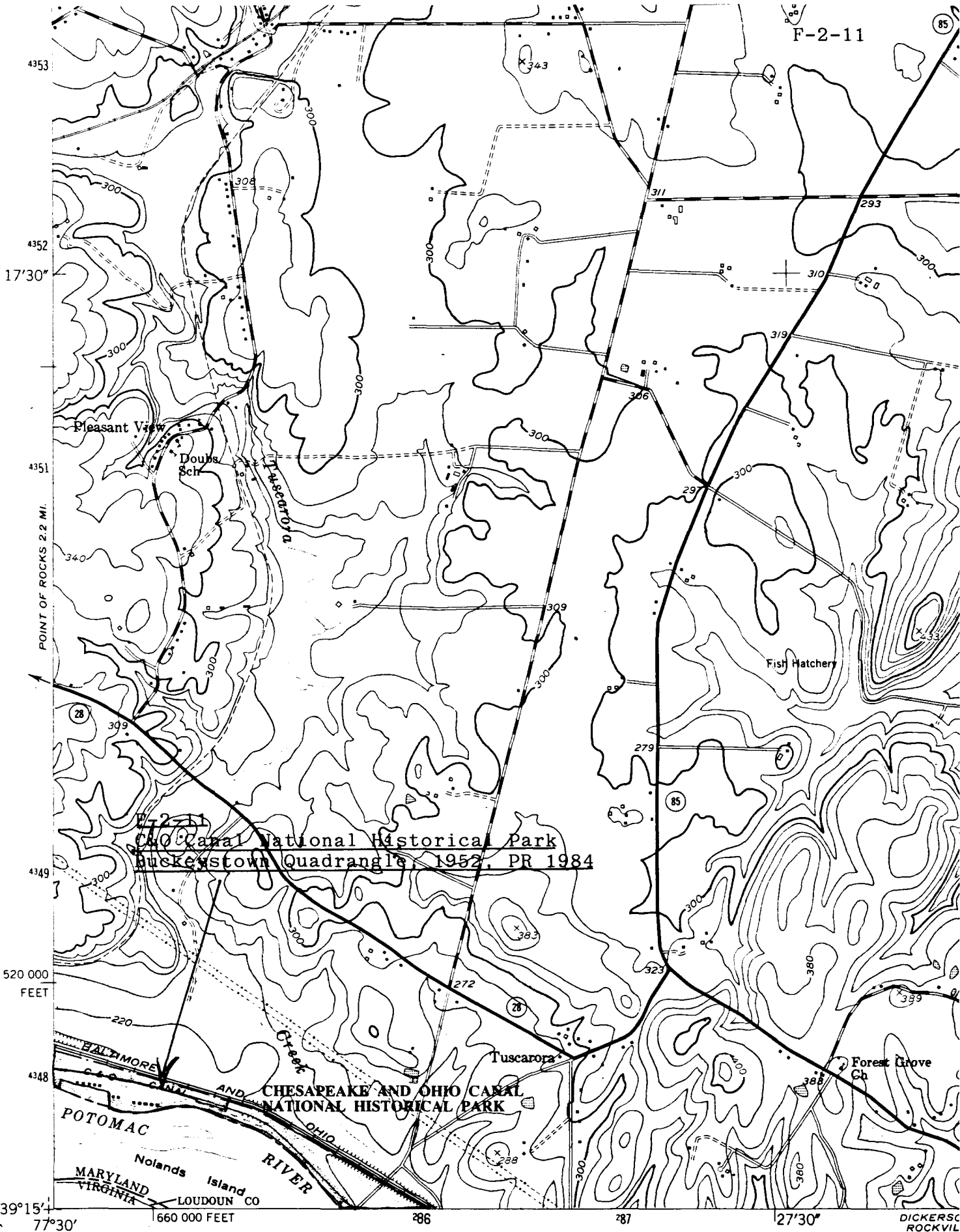
Joins Map 45

Joins Map 43

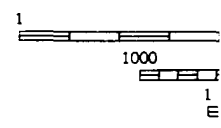
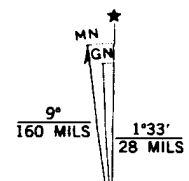




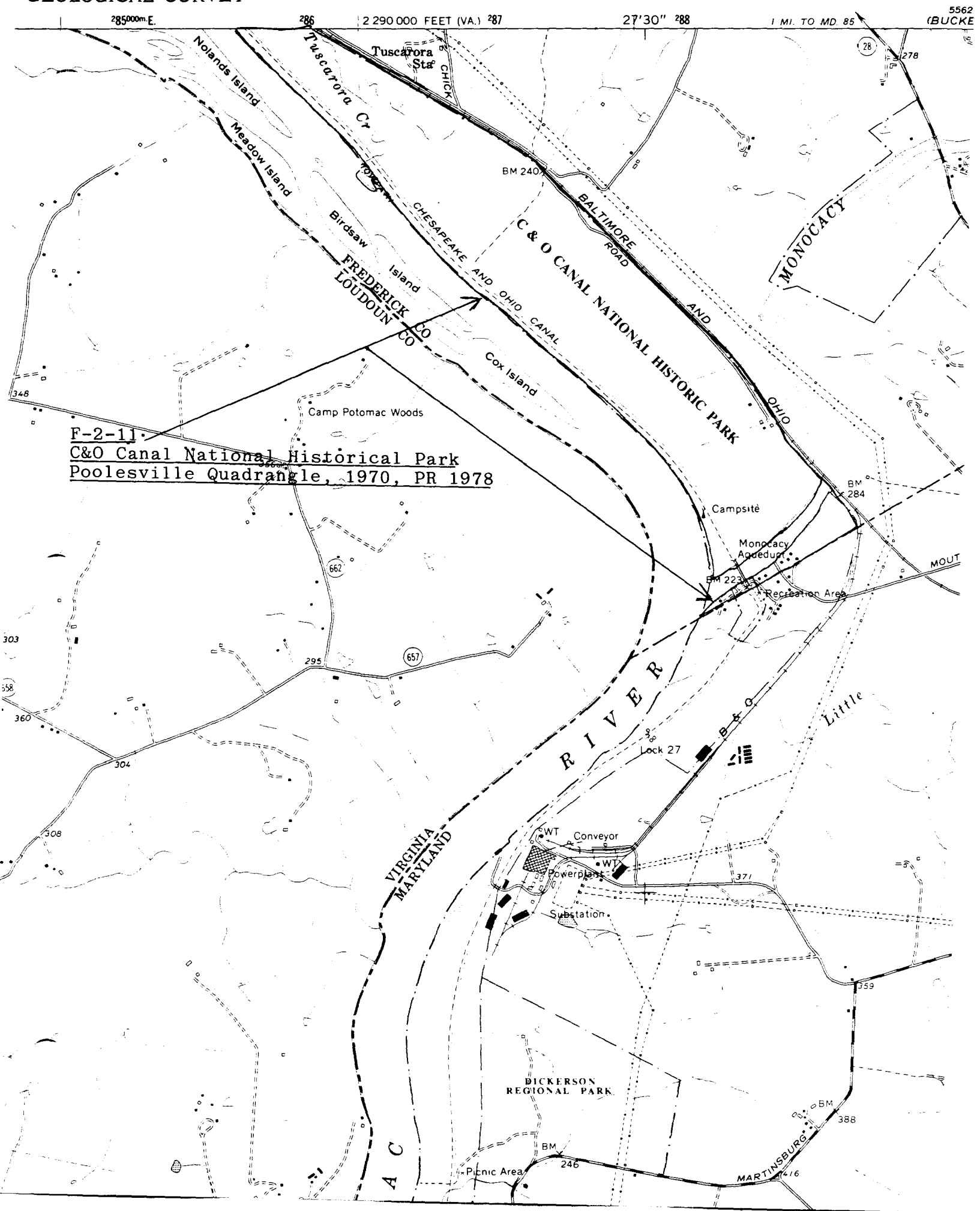




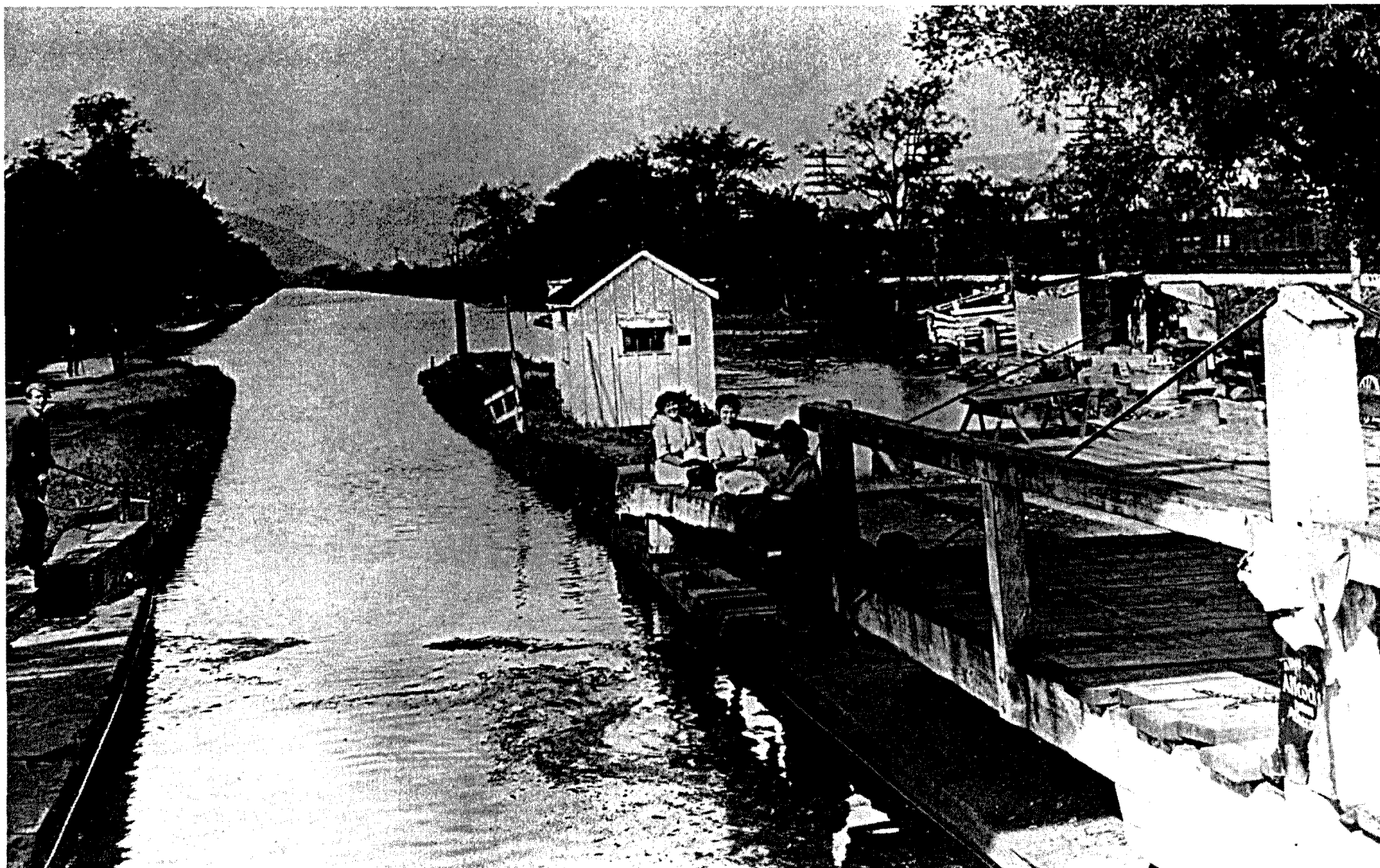
Mapped by Corps of Engineers, U. S. Army  
Edited and published by the Geological Survey  
Control by USGS, NOS/NOAA, and Maryland Geodetic Survey  
Topography by photogrammetric methods from aerial photographs  
taken 1943. Revised by the Geological Survey 1952  
Polyconic projection. 10,000-foot grid ticks based on Maryland  
coordinate system



(WATERFORD)  
5462 (1) NE



Hahn, Thomas F.  
1976  
American Canal and Ohio Canal Old Picture Album. Shepherdstown, WVa.:



Lock 30 (Brunswick) was one of three locks extended upstream in 1875 so as to permit two boats to pass through a lock simultaneously. When both locks were in operation there would have been a set of lock gates at the upper end of the extension, near where the post is sticking out of the ground in the photo. Brunswick has always been a busy railroad town, and the sight of railroad cars as shown here would have been a common sight to canallers. (National Park Service)



It was near this point where the Shenandoah River Lock entered the Potomac River from the C. & O. Canal so as to receive boats from the Shenandoah Navigation just across the river at Harpers Ferry where the Shenandoah enters the Potomac River, as shown in the left of the photograph. Note how denuded Harpers Ferry had become through the years with the extensive use of wood for fuel and charcoal. (John Frye)





This photo of Catocin Creek Aqueduct was taken the day after its collapse on 31 October 1973. The structure had been in a weakened condition for many years prior to this date, when a local flood finished off two arches of the aqueduct, leaving only one standing. Today a foot bridge upstream of the aqueduct permits passage around it. (Jack Rottier, National Park Service)